Figure 9: Preferred Bikeway Type for Urban, Urban Core, Suburban and Rural Town Contexts

Notes
1 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
2 Advisory bike lanes may be an option where traffic volume is <3K ADT.
3 See page 32 for a discussion of alternatives if the preferred bikeway type is not feasible.
Figure 10: Preferred Shoulder Widths for Rural Roadways

Notes

1. This chart assumes the project involves reconstruction or retrofit in constrained conditions. For new construction, follow recommended shoulder widths in the AASHTO Green Book.

2. A separated shared use pathway is a suitable alternative to providing paved shoulders.

3. Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.

4. If the percentage of heavy vehicles is greater than 5%, consider providing a wider shoulder or a separated pathway.